

FAI-1 crosses Route 13-40 at Farnhurst, a major bridge project.



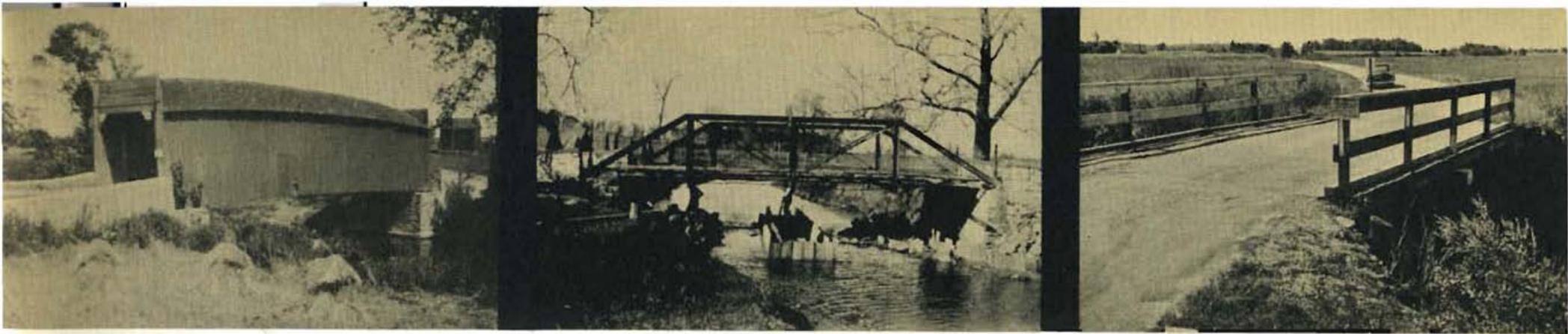
Fenwick Island Bridge gets pre-stressed concrete beam.

BRIDGES

*the
links*

Long before there were roads, there were bridges. As long as man has had need to travel, whether it was to seek food or to go on the warpath, bridges have been a necessity. Early bridges were a log across a stream, a crudely woven foot bridge of vines or stones carefully spaced. They were sometimes constructed for only one crossing.

Today, without bridges, the well designed and constructed highway arteries would be useless. Bridge improvement continues each year.



Interesting relics of the past, these kinds of bridges are no longer adequate for today's needs.

During this past fiscal year a major change in construction methods was made by the Bridge Division with the use of pre-stressed, pre-cast concrete slabs. This has effected economies, largely by the saving of time. Eighteen bridges of this type were either completed or put under construction during the year.

In addition to such major functions as preparation of preliminary engineering studies and the design and preparation of bridge plans, the Bridge Division is charged with the responsibility for checking and approving all drawings and special provisions pertaining to bridges designed by consultants on the new Federal Highway program for Delaware.

The Farnhurst Interchange on the Federal Interstate System Route FAI-1 is under construction and well advanced toward completion. Plans were checked and approved this last year. In addition, seven other bridges on the Federal Interstate System have had plans processed and approved.

Preliminary plans on 18 other Federal Aid Interstate bridges have been reviewed and detailed plans are now in preparation. Seven other contracts, not involved in the Federal system, were completed or placed under construction.

The Bridge Division of the Delaware State Highway Department is constantly in search of better ways to construct bridges, large and small. Through experimentation and research, bridges will be better built at less cost to the taxpayer.

*In
addition
to bridge
work, less fasci-
nating work, but still
vital, is done by this Division.
Designs, plans and specifica-
tions for culverts, retaining
walls, dams and spillways,
shore protection structures, tidal
water control structures, special
drainage projects and miscellaneous
projects are all the responsibility of
the Bridge Division.*